

REMARKS

Favorable reconsideration of this application is respectfully requested in view of the following remarks.

At the outset, appreciation is expressed to Examiner Webb and Examiner Ilan for their time and attention during the interview conducted at the U.S. Patent and Trademark Office on May 21, 2007. The remarks below discuss the substance of the interview.

The Claims presented in this Amendment are not amended, but rather are provided for reference purposes for the Examiner's convenience.

Examiner Webb is kindly thanked for indicating that Claims 4, 8 and 11 would be allowable if rewritten in independent form. As discussed during the interview, the vehicle stabilizer control device recited in current independent Claim 1 is patentably distinguishable over the disclosure in Japanese Application Publication No. 2002-205523 to *Kitazawa et al.* Accordingly, Claims 4, 8 and 11 have not been placed in independent form.

As discussed during the interview, the vehicle stabilizer control device recited in independent Claim 1 comprises a pair of stabilizer bars between the left and front wheels of the vehicle, and an actuator. The actuator comprises a reduction mechanism connected between the pair of stabilizer bars, and a motor connected to the reduction mechanism that provides torsion force to the stabilizer bars through the reduction mechanism. The motor and the reduction mechanism are disposed in a housing, and the reduction mechanism comprises first and second gears that generate relative rotational speeds differential between one another. The opposite faces of the stabilizer bars are adjacently connected with the first gear and the

second gear respectively and disposed in the reduction mechanism. One of the pair of stabilizer bars is connected to the first gear passing through the rotor of the motor, and is supported by the housing at both sides of the motor and the first gear.

For purposes solely of explanation, and without in any way intending to imply that the subject matter of Claim 1 is limited to the device illustrated and described in the specification, reference is made to one embodiment of the stabilizer control device illustrated in Fig. 4. As shown in Fig. 4, the pair of stabilizer bars 31, 32 are provided between left and right vehicle wheels. An actuator FT comprises a reduction mechanism 20 connected between the stabilizer bars 31, 32, and a motor 10 connected to the reduction mechanism 20. The reduction mechanism comprises a first gear 25 and a second gear 26. The opposite faces of the stabilizer bars 31, 32 are connected with the first gear 25 and the second gear 26 respectively. One of the stabilizer bars 31 which is connected to the first gear 25 passes through the rotor 12 of the motor 10 and is supported by the housing at both sides 31a, 31b of the motor 10 and the first gear 25.

As was explained during the interview, this arrangement is beneficial in that a bending moment applied as an external force to the stabilizer bar 31 can be adequately shared by the stabilizer bar, the housing and the reduction mechanism. The bending moment applied to the housing and the reduction mechanism can thus be reduced to achieve an improvement in overall durability.

As also pointed out during the interview, the '523 Japanese Application Publication discloses a suspension structure adapted to be driven by an actuator. The suspension structure includes a pair of torsion bars 27, 27, one of which (the right-side torsion bar 27 shown in Fig. 8) passes through the inside of the motor 86.

As the undersigned emphasized during the interview, the right-side torsion bar 27 in the '523 Japanese Application Publication is not supported by the housing 72 at both sides of the motor and the first gear as recited in Claim 1. As explained, the left-hand end of the right-side torsion bar 27 passing through the motor 86 is supported at the ball bearing 83. But this support is positioned to the inside of the reduction mechanism and thus does not correspond to the claimed stabilizer control device recited in Claim 1 in which the stabilizer bar connected to the first gear is supported by the housing at both sides of the motor and the first gear. The Examiners agreed with this conclusion.

During the interview, the undersigned told the Examiners that he would try to provide some information concerning the structure disclosed in the '523 Japanese Application Publication. The suspension control device in this reference describes that the planetary gear device 77 includes a planetary carrier 78, a ring gear 79, a sun gear 80 and several pinion shafts 81 and pinion gears 82. The sun gear 80 is fixed to the revolving shaft 85 which is supported at the housing 73 and the right-side cover 76 by the ball bearings 83, 84. The pinion shafts 81 which are fixed to the planetary carrier 78 support the pinion gears 82, with such pinion gears 82 being in meshing engagement with the ring gear 79 and the sun gear 80 simultaneously. Thus, the '523 Japanese Application Publication discloses that the ring gear 79 is fixed to the housing 73, and the sun gear 80 is fixed to the revolving shaft 85 which is supported by the ball bearings 83, 84.

Thus, as pointed out above, there is no disclosure that the right-side torsion bar 27 is supported by the housing at both sides of the motor and the first gear as recited in independent Claim 1.

